

Intimations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & Co., LDs.

VICTORIA DISPENSARY.

A. S. WATSON & CO., LD.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS; whenever practicable, are despatched by first steamer leaving after receipt of order.

For **COAST PORTS**, Waters are packed and placed on board ships at Hongkong prices, and the full amount allowed for Packages and Emphes when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
LEMON SQUASH
GINGER ALE
RASPBERRYADE
GINGERADE

No Credit given for Bottles that look dirty or grey, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED,
The Hongkong Dispensary, Hongkong.

The Hongkong Telegraph.

HONGKONG, SATURDAY, MAY 13, 1893.

THE CHINESE POSTAL SERVICE.

Before the advent of Europeans in China and their invention of the complicated postal systems which prevail in the Treaty ports there were two distinct official postal administrations, and a large number of private establishments.

Of the official administrations, the higher in point of rank was and still is known as the Imperial Post. It is under the management of a postmaster-general known as *Ti Tong*, whose office is in Peking. Branch offices, called *Po Fong*, are confined to the capitals of provinces and are governed by deputies, called *Provincial Ti Tong*. The *Ti Tong*, chief and deputy, are taken exclusively from the highest military class. The Imperial Post transmits nothing but edicts, orders, and official documents emanating from the Imperial Palace at Peking. Such at least is the law and theory. As a matter of fact, the comports are more frequently employed carrying the private correspondence of the great mandarins than the weighty papers of the State. The courier is picked and enjoyed many privileges, such as exemption from the right of way, the right of board and lodging in inn or passenger-boat, the right of forage for their horses, and the right of *prerogative*.

The other official administration is called *Yi Tong*, or *Yi Tong*, the Postal Service or General Post. It covers the entire Empire and its possessions, and is under the management of a postmaster-general known as *Yi Tong*, whose office is in Peking. Branch offices, called *Po Fong*, are confined to the capitals of provinces and are governed by deputies, called *Provincial Yi Tong*. The *Yi Tong*, chief and deputy, are taken exclusively from the highest military class. The *Yi Tong* transmits nothing but edicts, orders, and official documents emanating from the Imperial Palace at Peking. Such at least is the law and theory. As a matter of fact, the comports are more frequently employed carrying the private correspondence of the great mandarins than the weighty papers of the State. The courier is picked and enjoyed many privileges, such as exemption from the right of way, the right of board and lodging in inn or passenger-boat, the right of forage for their horses, and the right of *prerogative*.

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A good idea of the expense can be gathered from the *Peking Gazette* of January 1st, in which the Governor-General of Kansu estimates the cost of the courier-service of that province for 1893 to be 135,500 taels, with the same allowance for food and fodder as in the previous year—a total of 203,100 taels.

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Their charges are slightly higher than those charged by the International Postal Union. In most instances both inland and seaports pay postage. Thus from Canton to the other cities of the Kwangtung province the rate is 15 cash at each end, or practically 3 cents. From Canton to Hongkong, 12 cents; from Hongkong to Shanghai 6 cents; from Hongkong to Singapore 5 cents. The limit of weight, more liberal, being about 2 lbs. of letters, in transmitting money the rate varies from \$1 to \$5, per \$100, according to transmission, difficulty, and danger of transmission. There are over 100 postal post-offices, and seldom less than 10, in each large city. They are on a declining however, and will become extinct soon after the Empire is thrown open to European trade.

TELEGRAMS.

ANOTHER "BUST-UP."
LONDON, 12th May, 1893.
Hallett & Co., bankers and Navy agents, have suspended payment.

A NEW CANADIAN VICEROY.
The Earl of Aberdeen, who obtained a universal popularity as Viceroy of Ireland a few years ago, has been appointed Governor-General of Canada.

AN INSULT TO THE FLAG.
French officers have hauled down the British flag at Niambantang, Gambila.

LOCAL AND GENERAL.

THE E. & A. Co.'s steamer *Manoir* left for the Colonies, via Macao, late this afternoon.

In good society it is well understood that the man who eats with his knife deserves to be cut.

Immy.—Dad, what's a demit-hunter? The Old Man.—That's a hunter, which requires a demit to lift him over an obstacle of any sort.

THE Canadian Pacific Railway Co.'s royal mail steamer *Empress of India*, Captain C. P. Marshall, left Yokohama yesterday afternoon for Vancouver, with 180 mail passengers.

We have to apologise to our readers for not being able to print in this issue, as promised, a full report of the proceedings at the meeting held yesterday for the purpose of forming a Hongkong Ratepayers' Association.

Mr. Shareholder will apply to Mr. J. D. Hume, general manager of A. S. Watson & Co., Ltd., he will doubtless obtain all the information he requires. The Company's report and statement of accounts for last year are published in another part of this issue.

An action for libel was instituted in the Supreme Court on the 8th inst. by Mr. Emilio Oper, of the *Daily Advertiser* was the defendant. The plaintiff claims \$50 damages in consequence of the appearance of a paragraph in defendant's paper relating to a fight that had occurred between himself and Mr. Chagarian, Counsel was engaged by both parties, but the result has not yet been received.

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Their charges are slightly higher than those charged by the International Postal Union. In most instances both inland and seaports pay postage. Thus from Canton to the other cities of the Kwangtung province the rate is 15 cash at each end, or practically 3 cents. From Canton to Hongkong, 12 cents; from Hongkong to Shanghai 6 cents; from Hongkong to Singapore 5 cents. The limit of weight, more liberal, being about 2 lbs. of letters, in transmitting money the rate varies from \$1 to \$5, per \$100, according to transmission, difficulty, and danger of transmission. There are over 100 postal post-offices, and seldom less than 10, in each large city. They are on a declining however, and will become extinct soon after the Empire is thrown open to European trade.

The latest census returns show a population of 60,000 more than Bombay. Each of the leading cities of India has a larger population than any city in the British Empire, excepting London; while only Liverpool, Manchester and Birmingham surpass Madras, with its four hundred and fifty thousand inhabitants. The population of Calcutta is only exceeded in Europe by Paris, Berlin and St. Petersburg; in Asia by Tokio, and in America by New York. The census of 1881 showed that the ordinary distance between the stations. At every station is a civil officer who keeps an account of all correspondence received, and despatched, as well as a memorandum book of incidents and ac-

idents. The system works well so far as safe transmission is concerned, but it consumes much unnecessary time. It often happens that the recording and clearing of a mail-bag, and the receipting and the clearing of a mail-bag, take as much time as the 33 miles journey. The Government supplies stationery and buildings to the postal clerks and horses and stables to the couriers. The courier is always on duty and is ready to leave at any moment, day or night. As a matter of fact he starts after dark only when "important" or official despatches are to be forwarded. Ordinary letters are kept until dawn or until the postboy emerges from his bed.

Nearly all official despatches are marked with a notice of the speed the couriers must make. Ordinary ones are marked 400 or 600 miles per day. Urgent ones require 400 or 600 miles per day. These distances must be made regardless of weather, or the luckless couriers are punished as common criminals. The highest speed on record is 1120 miles in 4 days, and was made in the first year of the Taping rebellion. The system worked admirably in the pre-European days, and is successful to-day in the inland provinces. It is quite costly and at times becomes a Governmental burden. Within the Empire the expense is borne by the provincial treasuries, while upon the frontiers and in the feudatory states it is borne by the Imperial budget.

DO coming events cast their shadows before them? In Singapore on the 6th inst. the subject of a stirring debate was "whether it is desirable or expedient to introduce the Divorce Court into the Colony."

Out of the proceeds of recent performances of "The Mikado," by Singapore amateurs, \$374 have been distributed amongst local charitable institutions. In Hongkong the dressing and "refreshing" of the talented and high-toned Theatricals are the "charitable" channels through which the proceeds generally disappear.

In reference to the statement that Messrs. Murray Campbell & Co., the Korat Railway contractors, had commenced a libel action against Mr. F. Doyle, Editor of *Indian Engineering*, on account of an article published some time ago, the *Siam Free Press* now states definitely that no such action has been taken, either in India or in Siam.

News from abroad. The *Chemical Trade Journal* states that galvanised roofing is wanted in China, as a revolution has recently been brought about in the construction of roofs in Chinese houses. The old method is being abandoned, and substituted by roofs of galvanised sheets. How many galvanised-iron roofs really exist in China, we wonder?

THE Singapore *Free Press* of the 6th inst. says that there is reason to believe that the question of exempting efficient Volunteers from serving as jurors is about to have the consideration of the Government of that Colony. This is quite as it should be, for these men, who serve more time as the public service than non-volunteers do by their very occasional attendance on the jury. And it is only fair that those who do not, or cannot, serve should be prepared to take up

The Share Market.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank.—110 per cent, prem, sellers.
 The National Bank of China, Ltd.—on \$8.10, 100 per cent, div, sales.
 The National Bank of China, Ltd.—Founders' shares, \$130 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—44, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 420, buyers.
 Chinese Imperial Loan of 1884 B—21 per cent, premium, sellers.
 Chinese Imperial Loan of 1886 E—14 per cent, premium, sellers.
 Union Insurance Society of Canton—\$82 per share, sellers.
 China Traders' Insurance Company—\$54 per share, sales and sellers.
 North China Insurance—Tis. 115 per share, buyers.
 Canton Insurance Company, Limited—\$113 per share, buyers.
 Yangtze Insurance Association—\$100, sellers.
 On Tai Insurance Company, Limited—Tis. 150 per share.
 Hongkong Fire Insurance Company—\$225 per share, sellers.
 China Fire Insurance Company—\$83 per share, sellers.
 Hongkong, Canton and Macao Steamboat Co.—\$29 per share, sellers.
 China and Manila Steam Ship Company—18 per share, sellers.
 Indo-China Steam Navigation Company, Limited—41 per cent, discount, sales and sellers.
 Douglas Steamship Company—\$36 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—72 per cent, premium, sales and buyers.
 Geo. Fenwick & Co., Limited—\$15 per share, sellers.
 Hongkong Hotel Company—\$20, per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shampan Hotel Co., Limited—\$48 per share, buyers.
 Puntong Mining Co., Limited—\$64 per share, sales and buyers.
 The Ruby Gold Mining Co., Limited—\$6 per share, sellers.
 The National Gold Mining Co., Limited—20 cents, per share, sales and buyers.
 Société Française des Charbonnages du Tonkin—\$85 per share, sellers.
 The Japan Mining and Trading Co., Limited—\$25 per share, sales and buyers.
 The Selama Tin Mining Co., Limited—4 cents per share, sellers.
 London and Pacific Petroleum Co., Ltd.—nominal.
 China Sugar Refining Company, Limited—\$150 per share, sales and sellers.
 Luon Sugar Refining Company, Limited—\$35, nominal.
 A. S. Watson & Co., Limited—\$14 per share, sales.
 Dakin, Cruickshank & Co., Limited—\$3 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$41 per share, sales and sellers.
 The Kowloon Land Investment Co., Limited—\$78 per share, buyers.
 The Hongkong Land Investment Co., Limited—\$44 per share, sellers.
 The West Point Buildings Co., Limited—\$23 per share, sellers.
 R. G. Brown & Co., Limited—\$8 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$42 per share, sellers.
 Hongkong Kone Manufacturing Company, Limited—\$92 per share, sellers.
 Hongkong Gas Company—\$100 per share, sales and buyers.
 Hongkong Ice Company—\$60 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$31 per share, sellers.
 The Green Island Cement Co.—\$2 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$4 per share, buyers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$75 per share, sellers.

EXCHANGE.
 ON LONDON—Bank, T. T. 2/2 1/2
 Bank Bills, on demand 2/2 1/2
 Bank Bills, at 4 months' sight 2/2 1/2
 Credits at 4 months' sight 2/2 1/2
 Documentary Bills, at 4 months' sight 2/2 1/2
 ON PARIS—Bank Bills, on demand 3/39
 Credits, at 4 months' sight 3/49
 ON INDIA—T. T. 220 1/2
 ON DEMAND—220 1/2
 ON SHANGHAI—Bank, T. T. 7 1/4
 Private, in days' sight 7 1/4
VISITORS AT THE HONGKONG HOTEL.

Mr. F. J. Anderson. Dr. A. Matta.
 Mr. Geo. Armstrong. Captain A. Murray.
 Mr. J. S. Conyers. Lt. P. O'Malley, A.S.C.
 Capt. Cunningham. Mr. and Mrs. R. Reyes.
 Capt. and Mrs. Leithbridge. Captain Ribby.
 Mr. W. H. Gaskell. Mr. H. A. S. Thomson.
 Mr. Lowe. Mr. and Mrs. Simpson.
 Mr. J. B. Macdonald. Mr. and Mrs. Warren.

VISITORS AND RESIDENTS AT THE PEAR HOTEL.
 Mr. Adamson. Mr. V. Kofod.
 Mr. H. W. Bird. Mr. H. R. Loxley.
 Mr. C. E. Blit. Mr. Medhurst.
 Mr. A. Cumming. Mr. Mowbray.
 Mr. F. Deacon. Mr. H. W. Robertson.
 Mr. F. East. Mr. A. Z. Steele.
 Mr. S. Forsyth. Mr. Sparrow.
 Mr. W. H. Gaskell. Captain Moore.
 Mr. E. J. Gist. Mr. E. Tomlin.
 Mr. Thos. Howard.

MAILS EXPECTED.
THE FRENCH MAIL.
 The Messageries Maritimes Co.'s steamer *Saphir* left the French mail on the 14th ultimo, left Singapore on the 10th instant at 11 a.m., and may be expected here on the 17th.
THE AMERICAN MAIL.
 The P. & O. S. N. Co.'s steamer *China*, with mail, left San Francisco, left Yokohama on the 10th instant, and may be expected here on the 16th.
NORTHERN PACIFIC MAILS.
 The Northern Pacific Steamship Co.'s steamer *Mogul*, left Tacoma, left Yokohama on the 9th inst., and may be expected here on the 16th.
 The Northern Pacific Steamship Co.'s steamer *Victoria* left Victoria on the 11th instant for Yokohama and Hongkong.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan*, from Vancouver, left Shanghai on the 13th instant for Hongkong, and is expected here on Monday, the 15th.

STEAMERS EXPECTED.

The Austrian Lloyd's S. N. Co.'s steamer *Thetis*, from Bombay, left Singapore on the 6th instant, and is due here on the 13th.
 The Ocean Steamship Co.'s steamer *Ulysses* left Singapore on the 9th instant, and is expected here on the 15th.
 The Messageries Maritimes Co.'s steamer *Natal* left Shanghai on the 13th instant, and is expected here on the 15th.
 The P. & O. S. N. Co.'s steamer *Java*, from Bombay, left Singapore on the 11th instant, and may be expected here on the 18th.
 The Navigazione Generale Italiana steamer *Biagno* left Bombay on the 9th instant, and may be expected here about the 27th.
 The P. & O. S. N. Co.'s steamer *Malacca* left London on the 6th instant for this port.

Shipping.

ARRIVALS.
 JACOB DICKERHISEN, German steamer, 623, C. A. Hundewald, 12th May, Saigon—7th May, Rice—Canton & Co.
 NAMUYO, British steamer, 634, A. Hector, 12th May, Singapore 4th May, General—Ban Moh.
 SWATOW, German steamer, 631, C. Bluge, 12th May, Canton 12th May, General—Melchers & Co.
 SAN ANTONIO, Spanish steamer, 337, A. Triban, 13th May, Manila 9th May, General—Man On.
 CANTON, British steamer, 1,110, T. H. Solter, 13th May, Canton 12th May, General—Jardine, Matheson & Co.
 Loo Sok, British steamer, 1,020, A. Benson, 13th May, Saigon 3rd May, and Koh-si-chang 6th, Rice and General—Yuen Fat Hong.
 ALWINE, German steamer, 400, C. Petersen, 13th May, Pakhol 10th May, and Hothow 12th, General—Weller & Co.
 BENYUZE, British steamer, 1,467, Thomson, 13th May, Karatu 8th May, Coal—Gibb, Livingston & Co.
 SINGAM, British steamer, 1,054, J. Price, 13th May, Newchwang 6th May, and Cheloo 8th, General—Butterfield & Swire.
 FROGNAR, Norwegian steamer, 719, H. S. Gulicksen, 13th May, Odessa 3rd April, General—Captain.
 KIRI, German steamer, 831, M. W. Knudfeldt, 13th May, Canton 13th May, General—Melchers & Co.

CLERKANCE AT THE HARBOUR OFFICE.
 Trinam, British steamer, for Port Darwin, &c.
 Benlad, British steamer, for Wosong, &c.
 Namoo, British steamer, for Swatow, &c.
 Bangkut, British steamer, for New York, &c.
 Bandanra, British steamer, for Saigon, &c.
 Auzan, British steamer, for Shanghai, &c.
 Lyee-moon, German steamer, for Amoy, &c.
 Nanyang, British steamer, for Amoy, &c.
 Fremur, Norwegian steamer, for Nagasaki, &c.
 Swatow, British steamer, for Cheloo.

DEPARTURES.
 May 12, *Clam*, British steamer, for Saigon.
 May 13, *Triumph*, German steamer, for Hothow.
 May 13, *Tzheran*, British steamer, for Kobe.
 May 13, *Lennox*, British steamer, for Saigon.
 May 13, *Castille*, Spanish steamer, for Manila.
 May 13, *Trinam*, British steamer, for Port Darwin, &c.
 May 13, *Frognar*, Norwegian steamer, for Nagasaki, &c.
 May 13, *Nanyang*, British steamer, for Amoy, &c.
 May 13, *Benyuz*, British steamer, for Amoy, &c.
 May 13, *Manmuir*, British steamer, for Macao and Melbourne.
 May 13, *Ask*, Danish steamer, for Haiphong.
 May 13, *Mayfoo*, Chinese steamer, for Shanghai.
 May 13, *Lyee-moon*, German steamer, for Amoy, &c.
 May 13, *Torridon*, British steamer, for Swatow.
 May 13, *Kwalyang*, German steamer, for Canton.
 May 13, *Nanyang*, German steamer, for Canton.

PASSENGERS—ARRIVED.
 Per *Nanyang*, str., from Singapore—452 Chinese.
 Per *Benyuz*, str., from Karatu—4 Chinese.
 Per *Singam*, str., from Newchwang, &c.—6 Chinese.
 Per *Jacob Dickerhisen*, str., from Saigon—15 Chinese.
 Per *Alwine*, str., from Pakhol, &c.—20 Chinese.
 Per *Loo Sok*, str., from Bangkok, &c.—45 Chinese.
DEPARTED.
 Per *Trinam*, str., for Townsville, &c.—Mrs. G. Byrnes, for Brisbane—Mrs. and Mr. E. W. Knox, Misses Menhead and Rutledge. For Sydney—Mrs. and Mrs. Simpson, Mr. and Mrs. Webster, and Lieut. Parry, R.N.

The British steamer *Singam* reports that she left Newchwang on the 6th instant, and Cheloo on the 8th. Had light to moderate north-east winds and fine weather with heavy easterly swell.
 The British steamer *Loo Sok* reports that she left Bangkok on the 3rd instant, and Koh-si-chang on the 6th. Had light winds and calms down Gulf of Siam, and till 100 miles north of Cape Padaran; thence strong winds and moderate gales from the north to east with heavy confused sea to Gap Rock; thence moderate winds and overcast sky.

Post Office.

A MAIL WILL CLOSE—
 For Swatow, Singapore, and Bangkok, Per *Mogul* to-morrow, the 14th instant, at 9 A.M.
 For Canton—Per *Hankow* to-morrow, the 14th instant, at 9 A.M.
 For Swatow—Per *Takung* on Monday, the 15th instant, at 11:30 A.M.

SHIPPING IN HONGKONG

STEAMERS.
 AMOY, German steamer, 665, W. Wolff, 9th May, Bangkok 30th April, Rice—Ed. Schellhaus & Co.
 ARRATON APOL, British steamer, 1,392, J. E. Hansen, 8th May, Calcutta 22nd April, Penang 29th, and Singapore and May, General—D. Sassoon, Sons & Co.
 AVOCHIE, British steamer, 1,056, T. Rowie, 9th May, Saigon 4th May, Rice—Melchers & Co.
 BANTAM, Dutch steamer, 1,451, C. J. van de Bergh, 10th May, Saigon 6th May, Rice and Paddy—Lau, Wegener & Co.
 BENLADI, British steamer, 1,481, J. H. Clark, 1st May, Saigon 8th April, Rice and Paddy—Gibb, Livingston & Co.
 CITY OF PEKING, American steamer, 3,129, R. R. Scarle 8th May, San Francisco 13th April, and Yokohama and May, Mails and General—P. & O. S. N. Co.
 DENROSE, British steamer, 1,662, Alex. Clark, 11th May, Mojib 6th May, General—Dodwell, Carill & Co.
 DEWAVONGSE, British steamer, 1,057, Geo. Anderson, 10th May, Bangkok 1st May, and Koh-si-chang 4th, Rice and General—Yuen Fat Hong.

HONGKONG—STEAMERS.

(Continued.)
 DON JUAN, Spanish steamer, 654, R. Boltran, 11th May, Manila 8th May, General—Brandio & Co.
 GLENORCHY, British str., 1,822, J. Ferguson, 9th May, Bangkok 2nd May, Sugar, Jardine, Matheson & Co.
 HOLSTEIN, German steamer, 1,103, J. Bruhn, 5th May, Saigon 1st May, Rice and Paddy—Weller & Co.
 MONKUT, British steamer, 862, Chas. Stohman, 6th May, Bangkok 30th April, and Koh-si-chang 2nd May, Gen'l.—Yuen Fat Hong.
 NAMPA, British steamer, 863, T. Harris, 12th May, Fochow 9th May, Amoy 10th, and Swatow 11th, General—D. Laprak & Co.
 PROPERTIS, British steamer, 1,387, W. H. Farrand, 14th March, Saigon 9th March, Rice and Paddy—Arnold, Karber & Co.
 RIVERSDALE, British steamer, 1,111, E. Feck, 25th April, Mojib 19th April, Coal—Dodwell, Carill & Co.
 ROMOLUX, Spanish steamer, 531, G. Mendiguen, 4th April, Manila 30th March, General—Shewan & Co.
 THIBET, British steamer, 1,665, C. T. Denney, 11th May, Kobe 4th May, General—P. & O. S. N. Co.
 TAYVOT, British steamer, 1,349, J. Ferrier, 7th May, Saigon 3rd May, General—Dodwell, Carill & Co.
 VERONA, British steamer, 1,876, C. H. S. Tocque, 9th May, Yokohama 29th April, Mails and General—P. & O. S. N. Co.
 ZAMBEZI, British steamer, 1,567, G. J. Edwards, 1st May, Saigon 27th April, Rice and Paddy—Dodwell, Carill & Co.

SAILING VESSELS.

ALTAIR, British bark, 675, Mathew, 5th May, Tientsin 20th March, Bone—Butterfield & Swire.
 BANDANTARA, British 4-masted schooner, 1,775, J. G. Jones, 11th Feb., New York 14th October, Kenesee Oil—Captain.
 BRAZILKIRA, British bark, 204, A. Skelling, 4th May, Singapore 21st March, Timber—Captain.
 CRITIC CHIEF, British ship, 1,747, C. Owen, 5th March, New York 4th Oct., Oil—Shewan & Co.
 IRON DUKE, German bark, 1,413, H. Hasbagen, 4th April, New York 29th Oct., Petroleum—Shewan & Co.
 JOSEPHUS, American ship, 1,840, T. Rogers, 1st April, New York 5th Nov., Oil—Reuter, Brockmann & Co.
 MILLY, German schooner, 91, O. Kessler, 16th April, Talat 12th Mar., General—Stemmen & Co.
 PAPA, German bark, 728, T. W. Thoen, 17th Jan., Cardiff 14th Sept., Pattem Fuel and Coke—Order.
 PARAMITA, American ship, 1,495, Soule, 21st April, San Francisco 17th Feb., Flour—Chinese.
 R. R. THOMAS, American ship, 1,333, Nichols, 11th March, New York 19th October, Petroleum—Order.
 SEMATOR, British ship, 1,695, H. P. Smith, 22nd March, New York 26th October, Case Oil—Melchers & Co.
 THERMOVIL, British bark, 948, J. R. Winchester, 17th April, Victoria, B.C., 17th Ballast—Captain.
 VELOCITY, British bark, 491, K. Maritz, 25th Feb., Honolulu 18th Jan., General—Chinese.

Intimations.

PRIVATE BOARD AND RESIDENCE.
 STAINFIELD'S—1, QUEEN'S ROAD EAST.
VACANCIES FOR GENTLEMEN OR MARRIED COUPLES at Moderate Terms.
 Mrs. STAINFIELD, Proprietress.
 Hongkong, 31st December, 1892. [49]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED or UNFURNISHED ROOMS, with Board and Table Accommodation.
 Apply to Mrs. MATHER, 2, Pedder's Hill.
 Hongkong, 28th February, 1893. [36]

KOCH'S PRIVATE BOARDING HOUSE,
 No. 30, STANLEY STREET.
BOARD AND LODGING, Per Day ...\$ 1.50
BOARD (TIFFIN AND DINNER) Per ...\$ 2.50
 Month ...\$ 75.00
 Hongkong, 24th March, 1893. [370]

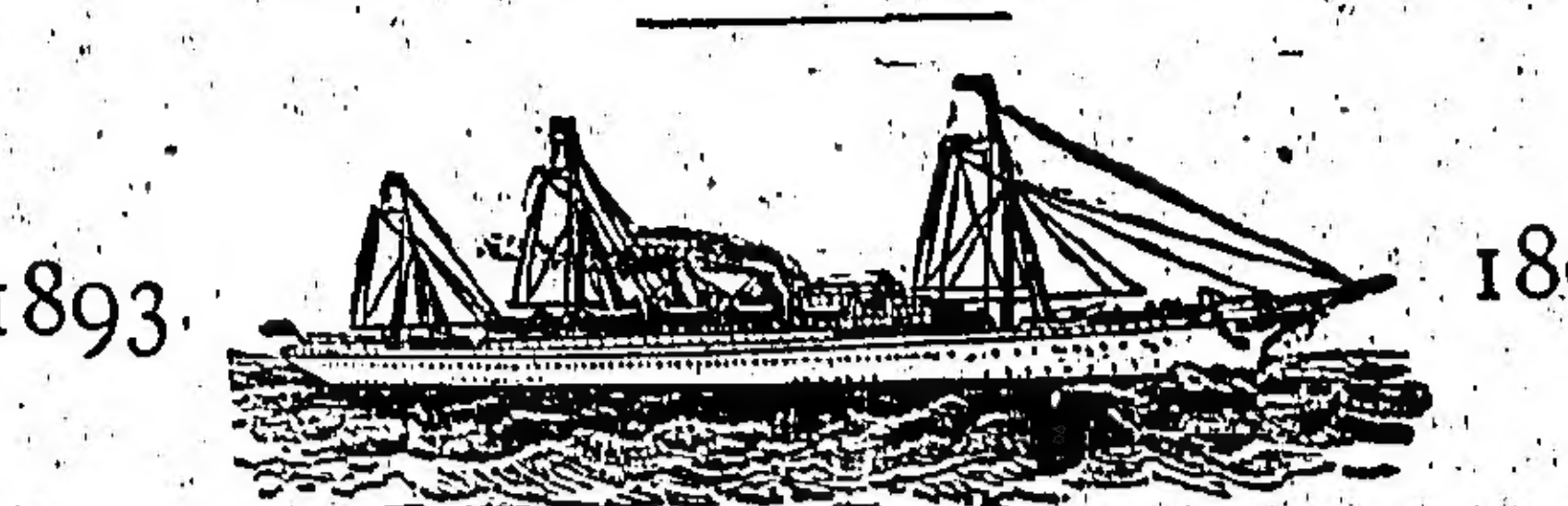
To be Let.

TO LET.
OFFICES, 1ST & 2ND FLOORS of No. 4, Queen's Road Central, over the Bank of China, Japan and Straits, Limited.
 Nos. 11 & 12, COOMBE ROYAL—a large furnished house at Magazine Gap.
 No. 10, OLD BAILEY STREET.
 No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank in Liquidation.
 NEW HOUSES IN RICE TERRACE—Bongham Road, near Breezy Street, Ped Street, and New Street.
 No. 4, BLUE BUILDINGS.
 FLOORS in Blue Buildings.
 GROUND FLOOR, No. 1A, Blue Buildings.
 SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.
 GROUND FLOOR No. 3, Shelley Street.
 "THE WILDERNESS," Catine Road.
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
 Hongkong, 4th May, 1893. [316]

TO LET.
FOUR ROOMS (Furnished or Unfurnished) above the KOWLOON CLUB, Kowloon, with Two BATH ROOMS. Separate entrance.
 Apply to DORABEE NOWROJEE, Victoria Hotel.
 Hongkong, 18th April, 1893. [479]

HONGKONG HOTEL COMPANY, LIMITED.
NOTICE.
ROOMS TO LET.
 FROM and after 1st April, 1893, to monthly tenants only, ROOMS in the old portion of the HOTEL, facing Queen's Road and part of Pedder Street.
 Terms for a ROOM and BOARD \$70 to \$75 per month. Application to be made to the Manager or to the Undersigned.
 By Order, R. LYALL, Secretary.
 Hongkong, 24th March, 1893. [575]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1893. 1893.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
 TWIN SCREW STEAMERS, 10,000 HORSE POWER.
PROPOSED SAILINGS FROM HONGKONG.
 EMPRESS OF JAPAN6,000 Tons.....WEDNESDAY, 24th May.
 EMPRESS OF CHINA6,000WEDNESDAY, 14th June.
 EMPRESS OF INDIA6,000WEDNESDAY, 5th July.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to Land and Embark Passengers.
 The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.
 Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.
RETURN TICKETS.—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.
SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.
 The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and cuisine are unequalled.
 The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.
 For further information as to Passage and Freight, apply to E. HOLLOWAY, General Agent. [3]

Hongkong, 12th April, 1893.
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Biote (via Nagasaki, Kobe, Yokohama and Honolulu)Thursday, 8th June.
Oceanic (via Nagasaki, Kobe, Yokohama and Honolulu)Tuesday, 27th June.
Gaule (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)Tuesday, 18th July.

THE Steamship "BELGIC"
 will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 8th June, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.
 Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
 Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
 Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
 Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 20 per cent. This allowance does not apply to through fares for China and Japan to Europe.
 All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
 Consular invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
 For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.
 J. S. VAN BUREN, Agent.
 Hongkong, 9th May, 1893.

NOTICE.
JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.
JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co., Bank Buildings.
 Hongkong, 19th June, 1888.

SIEN TING, SURGEON DENTIST.
 No. 10, D'ARAGUL STREET.
 TERMS VERY MODERATE.
 Consultation free.
 Hongkong, 27th September, 1892. [376]

DENTISTRY.
FIRST CLASS WORKMANSHIP AND MODERATE FEES.
M. R. WONG TAI FONG,
 Surgeon Dentist, (Formerly entitled Apprentice, and latterly assistant to Dr. ROBERTS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).
CONSULTATION FREE.
 Hongkong, 9th July, 1891. [64]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.
PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)

Mogul Saturday May 27th.
Victoria Saturday June 17th.
Tacoma Tuesday July 18th.
Mogul Tuesday August 8th.
Victoria Tuesday August 29th.

THE Steamship "MOGUL."
 Captain sailing on SATURDAY, the 27th May, will proceed to VICTORIA, B.C., and TACOMA, via INLAND SEA, KOBE and YOKOHAMA.
 Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.
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 Hongkong, 6th May, 1893. [4]

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